

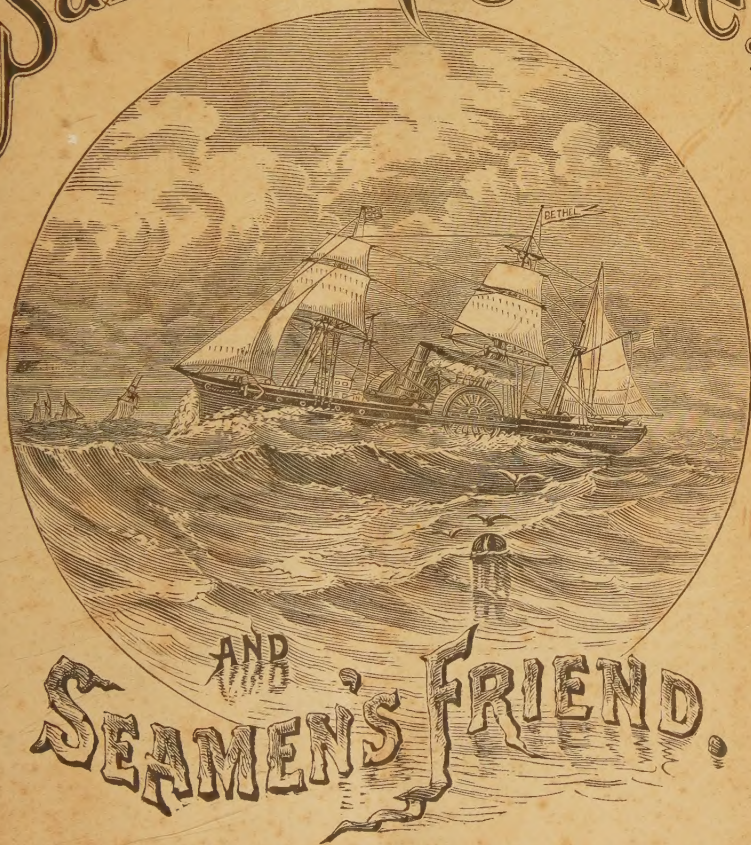
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AUGUST, 1874.

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No. 8.

THE
Sailors' Magazine,



AND
SEAMEN'S FRIEND.

AMERICAN SEAMEN'S FRIEND SOCIETY,
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LIFE BOAT.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, upon an annual request for the same.

THE SEAMEN'S FRIEND

Is also issued as an eight page monthly tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money but always in a REGISTERED letter. The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.



Vol. 46.

AUGUST, 1874.

No. 8.

From the Journal of the National Life-Boat Association.

RESTORATION OF THE APPARENTLY DROWNED.

Among the most interesting and important subjects which, from time to time, have been treated in *The Life-boat Journal*, is that of the means to be resorted to for the restoration of the apparently drowned, and it is one in which the NATIONAL LIFE-BOAT INSTITUTION of Great Britain has, for many years, taken the deepest interest. The Institution has spared no pains to elicit the latest experimental and theoretical improvements in those means; and it has spread far and wide the latest knowledge thus obtained by circulating throughout the United Kingdom, and in foreign countries, a vast number of copies of the printed rules which it has adopted.

In the year 1857, the Institution first issued its own rules. Previous to that time it had provided its Life-boat stations with the rules of the ROYAL HUMANE SOCIETY, but in that year, the eminent physiologist, the late Dr. MARSHALL HALL, pointed out the two serious

defects in those rules, that they never provided for the ejection of any water that had been swallowed, nor for a return of respiration.

The Committee of the Institution, thereupon, appealed to the public medical authorities on the Continent of Europe and in Great Britain, for their opinion on the subject, the result being that the replies were so almost exclusively in favor of Dr. HALL'S "Ready Method," as he had denominated it, that the Institution had no choice but to adopt the same, although they seriously felt the inconvenience of two systems being promulgated at the same time, as if by two rival bodies, for the information of others than medical men.

The leading features of Dr. HALL'S plan was the alternately placing the body of the patient on its stomach and on one side, with about the same interval between each movement, as the periods of natural inspiration and

expiration. When in the former position the weight of the body and hand pressure on the back, caused the expulsion of any air remaining in the lungs, and that position was also favorable to the ejection of any water swallowed; while, in the latter position, viz., on one side, the natural elasticity of the ribs and surrounding parts caused re-expansion with accompanying inspiration of air.

For a period of seven years those rules were exclusively adopted and recommended by the Institution, and with excellent results, but in the year 1863, Dr. H. R. SILVESTER, of London, proposed a new method of artificial respiration, which he pronounced to be far more effectual than that of MARSHALL HALL, and much more easy of performance; more effectual by causing a deeper inspiration, and more easy of performance, as only requiring a movement of the arms of the patient instead of the repeated turning of the body.

The Committee of the Institution then once more appealed to the medical authorities of the United Kingdom, and to a large number of individual medical practitioners, for their opinion of the relative value of the two systems. The result on this occasion was, that a large majority approved of Dr. SILVESTER's plan on account of its simplicity and easiness of performance. Some, however, of the parties appealed to, and amongst them the heads of the Naval and Military Medical Boards, recommended a combination of both systems, Dr. HALL's being first resorted to as affording means for the ejection of water from the body, which Dr. SILVESTER's did not do, it requiring the patient to be permanently laid on the back.

Convinced of the great importance of the discharge of water, and having, during the seven years that Dr. HALL's system had been in use, had proofs of its efficacy, the Committee decided to adopt, in future, a combination of the two plans, Dr. HALL's being first used for a period of from two to five minutes; and accordingly, in 1864, the Institution issued new rules embodying these alterations. At the same time, however, as stated in an article on the subject in the July number of this journal for that year; "it was not felt that the door would be shut against future change or reconsideration of the subject, should the result of additional experience, or the further investigations of scientific men, make it appear desirable to do so."

Another period of several years has now again elapsed, during which time numerous instances have occurred of the efficacy of those rules, and proving the importance of the retention in part of the MARSHALL HALL system. In fact, from the circumstances that when large quantities of water have been swallowed, it is rarely, if ever, all discharged at once, its ejection being often continued, at intervals, for a considerable time, it has become a question whether the "Ready Method" of MARSHALL HALL should not be returned to at intervals of a few minutes to facilitate its discharge. For there can be little doubt that the presence of a large quantity of water in the stomach impedes the returning action of the heart and other vital organs.

We are now led to return to this subject by the circumstance that Dr. BENJAMIN HOWARD, of New York, has proposed a new method of effecting artificial respiration, and has forwarded to the Institu-

tion a Prize Essay written by himself on the subject. As Dr. HOWARD'S plan, which he has, in contradistinction to that of MARSHALL HALL, denominated the "Direct Method," appears to us to be even more simple and easy of performance than Dr. SILVESTER'S, whilst it has the great advantage over his of providing in the first instance for the discharge of water, we consider it well deserving of the serious consideration of the medical profession, and feel sure that a description of it will prove highly interesting to many of our readers.

Dr. HOWARD entirely coincides with MARSHALL HALL in considering it of vital importance, that, in all cases of suffocation, whether from drowning or other causes, respiration should accompany resuscitation. At the very commencement of his Essay, he states his opinion on this point in the following explicit and forcible language:

"By whatever form of suffocation death be induced, whether by drowning, smoke, noxious gases, chloroform vapor, hanging, or other mechanical obstruction, the process of death differs from that of organic lesion in this important particular; after the signs of life have vanished there is a period during which life still lingers at its seat, its signs being subject to recall.

"This period is brief. It is usually too short for the procuring of absent appliances; the mere removal of the patient to a place of shelter, involving the risk of forfeiting the possibility of resuscitation. For this reason, and because such accidents usually happen at inconvenient places, it is highly desirable that any plan for resuscitation should include the use of

such means only, as are everywhere, at all times, instantly available. Fortunately, experience has proved that *artificial respiration*, for the performance of which such means alone are required, is the only treatment upon which much reliance can be placed. On this point, the opinions of the profession may now be regarded as settled.

The important question, however, still remains to be finally decided: What is the easiest and most effectual way of producing artificial respiration?

1st. MARSHALL HALL'S method involves much personal labor, and requires at least two persons to perform it, as it requires the alternate turning of the body of the patient from face downwards to one side, and *vice versa*. It has, however, the special advantage of affording great facility for the discharge of water from the body, and it has proved efficacious in numerous cases; and, referring to it, Dr. HOWARD himself says: "The foundation-stone of all true progress in the art of resuscitation was first well and truly laid by MARSHALL HALL."

And in another paragraph, referring to the rejection of MARSHALL HALL'S system by the ROYAL HUMANE SOCIETY, he says: "We have seen that, in spite of the opinions of many distinguished physiologists, the false principle of resuscitation by the direct application of heat had become absolutely controlling. A revolution, as complete as it was marvellous, was, however, effected by MARSHALL HALL, who in a few years succeeded in establishing the true principle; that which has ever since formed the basis upon which the art of resuscitation has been conducted. The principle is, that

'respiration is the one source of vital heat.'"

2nd. Dr. SILVESTER has proposed a method which can be performed by one person, if the tongue of the patient be first secured and prevented falling back so as to close the air-valve in the windpipe; but his plan has the serious defect of placing and retaining the body exclusively on its back, and thus affording no opportunity for the discharge of water.

3rd. And now, lastly, Dr. HOWARD proposes the method which we are about to consider.

He first points out what he considers to be the difficulties and shortcomings of the methods of both Drs. HALL and SILVESTER, chiefly as regards the indirectness and insufficiency of the movements to alternately expand and compress the chest, and their complicated nature, rendering their continuous repetition, at the rate of fifteen times in a minute, almost impracticable. He then states that he had for several years taught both methods in his lectures to medical students, and that his repeated failures to produce the desired effects in his attempted demonstrations, and the difficulty he found in making them readily understood and efficiently practised by others, led him to endeavor to strip them of their superfluities, and reduce them to their simplest terms, which resulted in the "Direct Method" that he now proposes.

Dr. HOWARD remarks that "the one object of both methods is compression and expansion of the chest." How, then, can that object be most directly and easily performed, with the least amount of fatigue to the performer of the operation. He then points out, in his preliminary observations, that the lungs have no positive action

of their own, but that they are exceedingly elastic, expanding and contracting with the expansion and contraction of the chest, and always completely filling it; that there are sets of movements belonging to different parts of the chest, producing the different forms of breathing designated, respectively, the *superior costal*, the *inferior costal*, and the *abdominal* types; that the provision for free and extensive movements is confined exclusively to the lower part of the chest; that while all the ribs above have but little cartilage, and are united directly with the sternum (the breastplate of the chest) all those below the seventh to the twelfth ribs have a very extensive supply of cartilage, and are not joined directly to the sternum, but are so free anteriorly as to be not inaptly called the floating ribs; that the entire floor or base of the chest is composed of the musculo-membraneous diaphragm, which by its contractions produces that type of breathing called abdominal, because of the motions it communicates to the abdomen by the alternating pressure it exercises on its contained viscera.

He then proceeds to state, that the superior and inferior types of costal breathing are neither of them essential to life; and that health as well as life may be maintained by abdominal respiration alone, provided the person remain in repose; the superior costal type being only used for forced inspirations, such as may be required in unusual exertions.

Lastly, that in accordance with the anatomy of the parts, ordinary breathing usually combines the inferior costal and the abdominal types, the parts of the thorax called by them into action comprising all which afford the greatest motion, change of thoracic capacity, and

exchange of air in the lungs; all which holds equally whether the force causing the motions of those parts be vital, and from within, or mechanical, and from without.

In imitating natural inspiration, then, by substituting mechanical for the vital force, it is to those parts such force should be applied, and in such a way as most nearly to produce the motion observed in healthy breathing.

He then proceeds to describe his method as follows:

THE DIRECT METHOD.

RULE I. *Arouse the patient.*—Unless in danger of freezing, do not move the patient an inch; but instantly expose the face to a current of fresh air, wipe dry the mouth and nostrils, rip the clothing, so as to expose the chest and waist, and give two or three quick smarting slaps on the stomach and chest with the open hand.

If the patient does not revive, then proceed thus:

RULE II. *To draw off water, &c., from the stomach and chest.* (*Vide Fig. I.*)—Turn the patient on his face, a large bundle of tightly-rolled clothing being placed beneath his stomach, and press heavily over it for half a minute, or so long as fluids flow freely from the mouth.

RULE III. *To produce breathing.* (*Vide Fig. II.*)—Place the patient on his back, the roll of clothing being so placed beneath it as to raise the pit of the stomach above the level of any other part of the body. If there be another person present, let him, with a piece of dry cloth, hold the tip of the tongue out of one corner of the mouth, and with the other hand grasp both wrists and keep the arms forcibly stretched back above the head. (This position prevents

the tongue from falling back and choking the entrance to the windpipe, and increasing the prominence of the ribs tends to enlarge the chest; it is not, however, essential to success.)

Kneel beside, or astride, the patient's hips, and with the balls of the thumbs resting on either side the pit of the stomach, let the fingers fall into the grooves between the short ribs, so as to afford the best grasp of the waist. Now, using your knees as a pivot, throw all your weight forward on your hands, and at the same time squeeze the waist between them, as if you wished to force everything in the chest upwards out of the mouth; deepen the pressure while you can count slowly, one, two, three, then *suddenly* let go with a final push, which springs you back to your first kneeling position. Remain erect on your knees while you can count one, two; then repeat the same motions as before, at a rate gradually increased from four or five to fifteen times in a minute, and continue thus this bellows movement with the same regularity that is observable in the natural motions of breathing which you are imitating.

Continue thus far from one to two hours, or until the patient breathes; for awhile after carefully deepen the first short gasps into full breaths, and continue the drying and rubbing, which should have been unceasingly practised from the beginning.

RULE IV. *After treatment. Externally.*—As soon as the breathing has become established, strip the patient, wrap him in blankets only, put him in a bed comfortably warm, but with a free circulation of fresh air, and leave him to perfect rest.

Internally.—Give a little hot brandy and water, or other stimu-

lant at hand, for every ten or fifteen minutes for the first hour, and as often thereafter as may seem expedient.

The advantages which Dr. HOWARD claims for his method, as compared with those of Drs. HALL and SILVESTER, are summarised by him as follows :

I. It combines the merits of the other methods, and has the following besides :

1. To the greatest " thoracic expansion " it adds a " compression " not found in any previous method, and so yields a greater exchange of air in the lungs.

2. No time is wasted and no harm is done by superfluous motions.

3. Obstructive fluids are removed by drainage as well as by ejection. This is not done by any other method.

4. It can be applied on the spot, forthwith, wherever the patient's chest can be reached by the operator.

II. It is more effective ; because

1. The respiratory motions are seen and felt, and can be accurately regulated by the hands of the operator.

2. Any other means, such as friction, electricity, insufflation, inhalation with oxygen, warm bath, &c., may be used simultaneously with the " Direct Method," without causing interruption or inconvenience.

III. It is more easy to be understood ; because,

1. There is but one movement.

2. The object of the movement is self-evident.

IV. It is more easy to be performed ; because,

1. The chief source of compression is the weight, not the strength, of the operator.

2. The attitude of the operator is convenient.

3. The movement is simple and limited.

4. Each movement is followed by a period of complete rest.

After careful consideration of Dr. HOWARD'S method, in conjunction with those of Drs. SILVESTER and HALL, we feel convinced that as regards the ease with which it can be performed it is superior to both, while it has the special advantage over Dr. SILVESTER'S, that it affords an opportunity, at the outstart, for the discharge of water. We consider, however, that Dr. HOWARD is mistaken in supposing that it is sufficient to afford an opportunity for water to escape at the commencement of the treatment, since numerous reported cases prove that it is frequently discharged at repeated and varying intervals.

We also think it questionable whether there is so great an advantage as both Dr. HOWARD and Dr. SILVESTER claim for their methods over MARSHALL HALL'S, in the circumstance that they inject and eject a greater quantity of air through the lungs. If the blood supplied to the brain by the heart be of full amount, a proportionate amount of air will be required to oxidise and vivify it ; a fact which nature teaches us by the circumstance of our involuntary quicker breathing when, by running or other unusual exertion, we have quickened the circulation of our blood. Not only, however, is such the case, and therefore, when the heart has almost ceased to palpitate, and the blood supplied to the lungs is small in amount, may a small amount of air be sufficient to oxidise it ; but is it not worthy the consideration of medical men, whether, just as a candle or a spark may be extinguished by the powerful current of air which will excite a furnace to a white

heat, it may not be possible that the feeble flame of life, then flickering in the heart, may not be extinguished by a too fierce blast of air in the lungs; and whether the success, which has undoubtedly in numerous well-attested cases resulted from MARSHALL HALL'S "Ready Method," may not be to some extent attributed to the gentle fanning of the vital spark, which is effected by that original and ingenious plan.

Those, however, are points which must be decided by future experience, and the further considera-

tion of the medical world; which experience and consideration will, no doubt, be awaited by the NATIONAL LIFE-BOAT INSTITUTION before it again alters its Rules for the Restoration of the Apparently Drowned.

We append the figures (*vide* Figs. 3, 4, 5, and 6) illustrating the methods of Dr. MARSHALL HALL and Dr. SILVESTER, as at present adopted by the Institution, in order that a general idea may be formed of Dr. HOWARD'S proposed system, in juxtaposition with others.

DR. HOWARD'S SYSTEM.

Fig. I. Showing the first step taken, by which the chest is emptied of air, and the ejection of any fluids swallowed is assisted.



FIG. 1.

Fig. II. Showing the position and action of the operator, in alternately producing artificial expiration and inspiration of air.



FIG. 2.

DR. MARSHALL HALL'S SYSTEM.



FIG. 3.—INSPIRATION.



FIG. 4.—EXPIRATION.

The last two illustrations (Figs. 3 and 4) show the position of the body during the employment of Dr. Marshall Hall's Method of Inducing Respiration.

DR. SILVESTER'S SYSTEM.

1.—INSPIRATION.

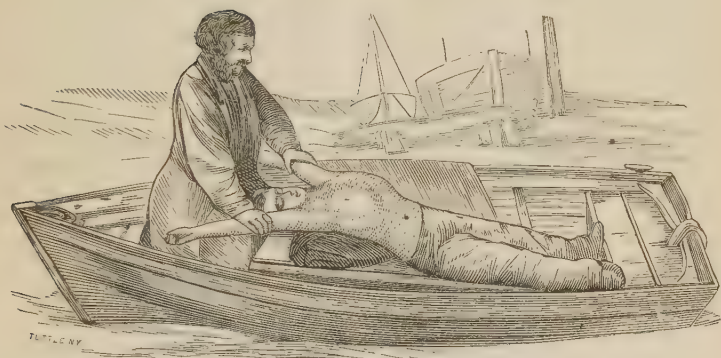


FIG. 5.

2.—EXPIRATION.



FIG. 6.

The last two illustrations (Figs. 5 and 6) show the position of the body during the employment of Dr. Silvester's Method of inducing Respiration.

 ANTI-SEA-SICKNESS.

LAUNCH OF A REMARKABLE STEAMER.

There was recently launched at Blackwall, on the Thames, the new double-keel steamer *Castalia*, built after a novel plan and intended to cross the British Channel so smoothly as to do away with sea-sickness.

A London paper thus describes the launch :

“ Nothing could have been better than the arrangements made to satisfy the general curiosity. The next slip was occupied by the huge

hull of a Turkish frigate, and the workmen's stages, as well as her deck, accommodated hundreds of guests. Platforms erected at the stern of the 'twin' and for some distance along her sides, were set apart for the more distinguished visitors; a special platform covered with red baize, being that from which the Countess Granville would perform the ceremony of 'christening.' When all had assembled, to the music of the fine band of the Royal Marine Light Infantry, led by Herr Kappey, the bright sun shone upon a gathering not unworthy of an occasion so important. Foreign powers were represented by the German and French Ambassadors, with their ladies; society by some of its most prominent members—their presence speaking for the interest taken in the scheme by the influential classes; while science in all its departments sent many a well-known expert to watch the trial about to be made. Deputations from the English and French railway companies were also there, and among the most interested spectators might have been seen a small party of Russian naval officers.

"Not a little wonder was excited by the appearance of the ship which all these illustrious and famous persons had come out to see. The crowd roamed over her wide deck, peered into her unfinished saloons, ascended perilous heights to get a birds-eye view, and descended yet more perilous abysses to creep about under her twin keels. But the favorite point was the stern platform, whence the double build of the vessel could best be seen. Standing there, the eye was first caught by the elegant lines of the two boats, and then led along a tunnel which had the crown of its not ungraceful arch supported by transverse iron bars. At the far end of this tunnel gleamed and

glistened the water, a boat now and then darting across the telescopic field of view; and down in its depths could be made out a confused mass of beams and planks, with a score or two of workmen composedly chatting to their wives and youngsters who had come to see the launch from underneath.

"The appointed time drew near, and at a signal from their chief the sturdy fellows on the floor of the tunnel woke up to life. Hammers were wielded with a will, dog-shore after dog-shore was knocked away, the women and babes looking on in the semi-gloom; and very soon the twin ship was held, so to speak, by a packthread. The moment could hardly have been more exciting, and it is very likely that not half a dozen among the thousands present saw and drew a hopeful augury from the huge twin kite which floated high up in the heavens directly over the vessel. Lady Granville was now led forward to her little scarlet platform by Mr. Rolt, one of the directors of the company, who placed in her hand a bottle of wine suspended by a blue ribbon. Without an instant's delay the Countess dashed the bottle against the stern, and bestowed upon the twin boat her own name—'Castalia.' Then, as though to acknowledge so great an honor, the hitherto inert mass became a thing of life. She moved a little, trembled, moved again; the tunnel receded further and further till water closed it up; and in less time than the change be described, the workmen and their wives and babies below were standing in a blaze of light, while floating steadily on the water was the huge ship that a moment before had arched them in. Nothing could have been more successful as a launch, and nothing more pretty in its way as a spectacle; while the plunge of the

Castalia into the water, without swerving an inch to right or left, spoke well for the principles of her construction. Of course, the cheering was immense. Everybody cheered—the aristocratic company on the platform, the workmen in the yards, the boats on the river, all raised their voices in a common God speed to the *Castalia*, which gallant vessel, when the enthusiasm had subsided, was found to be in tow of steamers and moving in stately fashion to the dock where her engines await her.

A Man-of-War's Mission.

Her's is not a yachting trip. She does not idly flaunt her flag. That saucy little symbol was ample enough to cover the mere intention of American citizenship, when, in the port of Smyrna, one of the mildest-mannered of navy captains cleared his ship for action, in the face of a largely superior force, and sheltered the poor Hungarian. It has been a very St. Peter's angel to more than one of our countrymen in foreign dungeons. It supports consular authority over tyrannical ship-masters and recalcitrant crews. It has saved the Feejeean "miccan-inny" from being served up, hot or cold. It has let the blessed air of freedom into many a pent hold that reeked with cargo of pitiable humanity—the "black ivory" of African trade in iron shackles. In former times it cleared our Southern lagoons and the Antilles of swarming buccaneers; to-day it pursues to the death the Chinaman with his stink-pots and nameless tortures. It restrains alike the barbarian and the civilized oppressor by emblazoning the grand *morale* of a great power backed by shotted guns. For not yet, even in these days of international arbitration, has the millenium come, not yet are

the battle-flags furled in the federation of the world.

A man-of-war has other duties, subservient to commerce. These consist of explorations and surveys. They indicate ocean highways, they secure the haven, they trace the imperiled coast. Braving the lurking shoal, and the bold, loud reef, they fix, so to speak, the form of Charbydis, and save from the jaws of Scylla. The vessel anchors in an unknown bay or sound; her boats, specially equipped, are sent in all directions. By patient process—as it appears on our working sheet, the chart growing into shape—from peak to peak, from island to island, we cover it with an aerial net-work of triangles and curves: we sound it until the plummet has stamped the depth, as it were, upon nearly every square yard of the ocean floor. It is a noble field of usefulness, and falling thereupon, the world has wept for Cook and La Perouse.

Saving Sunken Ships.

If you heard that a great ship, of two or three thousand tons burthen had gone to the bottom of the sea, several miles from the shore, you would perhaps think it impossible that she could be recovered and brought to the surface again. Out of sight, filled with water and torn by rocks, she would. This is slow work, and before it is complete, night has set in, and the divers are brought to the surface. Betimes next day it is resumed, and when the centre of each great chain is right under the keel, the pontoons are towed over the wreck. Meanwhile, constant communication is established between the men below and the men in the boats, by means of the signal-line. Once in about four hours the divers come to the surface for air and food. But

these pontoons—what are they? Let us pause a moment to glance at them. They are made of wood, and painted black. The largest measure 120 feet in length, 18 feet in width, and 14 feet in depth. Those selected for the present case are much smaller, and three are stationed at each side of the wreck to buoy her. In each pontoon there are several wells, or holes running through the centre, from deck to bottom. Into these the divers insert the ends of the three cables, which are drawn upward by hydraulic power. This part of the work costs severe effort and much time, and when it is done, the injured vessel, as a doctor would say, is on the fair way to recovery. The cables are drawn up through the wells, link by link, and are tightened gradually, until the wreck lifts. She rises slowly, and the pontoons groan from the weight bearing upon them as they are drawn nearer to her. For some time yet she is out of sight; but at last her deck is seen dimly through the waves, and soon afterwards it is above water. The wreckers, as we observed, are impassive in their manner; but they cannot repress their enthusiasm over the success, and two or three of the more excitable burst into cheers.—*St. Nicholas.*

The Velocity of Rivers.

The velocity of a river depends upon the inclination or fall of its course, and its surface velocity can be ascertained by determining the rate of that fall per mile, and *vice versa* we can ascertain the inclination by measurement of the surface velocity. But, as every one who has stirred up the bottom of a brook has observed, the surface-current flows faster than the under-current. The particles of sand at the top of the water are always carried some

distance beyond those at the bottom. This retardation of the under-current is caused by the friction of the water against the bottom and sides of the brook. While, therefore, it is easy to measure the velocity of the surface-current, it is difficult, because of this retardation beneath, to determine the mean velocity or actual flow of the river. This has never been satisfactorily done before. Many experiments, with a view to the accomplishment of this end, have indeed been made by eminent men, but they have failed to establish the relationship between the depth of the stream and the velocity of the flow. M. Révy has established that the velocity of a river is directly proportionate to its depth, diminishing or increasing therewith: "Thus if a shoal occurs in the middle of a channel, the velocity of the current over the shoal is less than that of the deeper water on either side; and this diminution of speed is proportionate to the loss of depth. So direct is this relation, that a plan of the surface velocities, if projected on an appropriate scale, coincides very closely with the section of the bottom of the river. Any want of parallelism between the two curves is capable of explanation either by the curvature of the banks, or by some physical irregularity of the channel." It was determined by actual experiment that the greatest velocity of current is at the surface and the least at the bottom, and that the increase of velocity "is in the simple ratio of the distance from the bottom." This decides that the mean velocity of a stream is to be found at half its depth. A result perfectly consistent with the previously expressed law that surface velocity is proportionate to depth: it is in fact a corollary, and one that was verified by experiment.—*Hydraulics of Great Rivers.*

The Alaska Seal.

By far the most valuable fur that passes under the name of seal, is that of the sea-otter, or Alaska seal, which, while it has the habits of the seal, forms a connecting link between it and the otter. A large portion of this fur is obtained from two islands, St. Paul and St. George, in latitude about $56\frac{1}{2}^{\circ}$ north, in the Sea of Behring or Kamtschatka, about 250 miles northwest of the peninsula of Alaska. These islands were sold by Russia to the United States as a part of the Alaska territory. When, in 1869, General George H. Thomas was sent by our government to examine and report upon the country, he estimated the fur-bearing seals, or sea-otters, seen each summer on these islands, at from 5,000,000 to 15,000,000, lying in the rookeries, and covering hundreds of acres. For the last fifty or sixty years, the Russian Government had limited the number of skins to be taken yearly to some 80,000 or less. As General Thomas recommended that the hunting and killing of these animals should be regulated by law, Congress, in 1870, adopted substantially the Russian system; and in a few weeks the Alaska Company, of which Hon. Henry P. Haven, of New London, is a prominent owner and influential officer, leased from the United States the islands of St. Paul and St. George. The company contracted to pay a rent of \$55,000 per annum, and a revenue tax of \$2,62 $\frac{1}{2}$ on each fur seal taken and shipped from the islands. Two United States officials are stationed on each of these islands to see that the company complies with the conditions of the lease, and to count the skins as they are shipped to San Francisco, where they are again counted by the custom-house officers. The number taken annually must not exceed 100,000. The catch

in 1872 amounted to 96,069 skins. The sea-otter is the boldest swimmer of the amphibious tribe, for troops of them are met with 300 miles from land. When holding a fore-paw over their eyes, in order to look about them with more distinctness, they are called sea-apes. They are exclusively found in the North Pacific Ocean and on its borders, between the 49th and 60th degrees of latitude; and although living mostly in the water, they are occasionally found on land very far from the sea. Their fur is exceedingly fine, close, soft, and velvety, perfectly black in full season, but at other times of a shining, deep sepia, or of a rich chestnut-brown. The longer hairs are silky and glossy, but not very numerous, and are easily removed. The Chinese prize the fur of the sea-otter so highly that formerly they paid for the skins from sixty to seventy-five dollars each; but they value them somewhat less now. It still remains the choicest, most expensive, and most fashionable fur of its kind in the market for gentlemen's sets, ladies' sacques, turbans, boas, muffs, etc., and consequently all inferior furs that resemble it are made to imitate it.—*J. H. Partridge.*

Submarine Life.

Instead of being a sepulchre of wet bones, the ocean is a thousand times more replete with life than earth or air. "The first time you see a bucketful taken from sea-bottom," said Professor Agassiz to the writer, "you will be astonished. I know I was. I had no conception before of the vast and crowded life of the sea depths. It is something marvelous." It would be difficult to find a parallel for these close thronging multitudes; they remind the observer of the abundant life that travelers describe in tropical

forests, or of those localities where at night a lighted candle will attract such vast swarms of nocturnal insects as to extinguish it. Even the smaller kinds of these marine animals, scarcely visible to the unassisted eye, and very rarely attaining dimensions bigger than the average precious stones on the forefinger of an alderman, when they rise towards the surface, so make up by numbers what they want in size that the water is fairly thickened by their presence. Navigators have told us of seas reddened as with blood; of broad belts of water tinged with an unnatural greenish hue; of sailing through vast spaces in which the ocean looked like milk; of the wake of the vessel gleaming with phosphorescent fire; nay, of the entire surface for miles around the ship glistening with an uncanny light, that poor superstitious Jack associates with churchyard will-o'-the-wisps—the light that never shone on sea or land, save when lost spirits were wandering abroad.

"About, about, in reel and rout,
The death-fires danced at night;
The water, like a witch's oils,
Burned green and blue and white.
And some in dreams assured were
Of the spirit that plagued us so;
Nine fathom deep he had followed us
From the land of mist and snow."

The man of science, dipping up these colored waters, finds them instinct with life, the estimate sometimes exceeding 100,000 animals to the cubic foot. But even to him it has been a puzzling question whence came so suddenly such vast swarms. It is quite recently that we have learned something of the habits of these tiny creatures, and ascertained that for the most part they live far below, only rising to the surface at certain seasons, and especially at night. These habits are partly connected with reproductive functions and partly with the search for food, several species of these animals,

small as they are, feeding on others yet more minute.—*Harper's Magazine.*

Steam in Vessels.

The increased price of coal in England is causing the re-agitation of the question of the use of steam as an auxilliary power in ships. A writer in *Iron* says:

"A vessel for a long voyage should be of the following dimensions:—Length, 300 feet; breadth 40 feet; depth of hold, 24 feet, with accommodations for passengers, officers and crew on deck, and a pair of direct acting engines placed in the after part of the vessel, below the main deck, capable of working to about 150 horse power, with boilers to maintain a steam pressure of 60 pounds per square inch. The consumption of coal would be about 72 cwt. per diem, and the speed, with a folding screw propeller, about six knots in a calm. In a sailing vessel built from my design, the best day's work was from 330 to 360 miles for nine days. It appears to be a great pity to dispense with sails, when such results can be obtained, and if a small auxilliary power were introduced as above described, into a proper proportioned vessel, it would be the most economical and effectual carrier for ocean navigation.—*Scribner's Monthly.*

Legislation on Shipwrecks.

First, government should, by proper laws, make just and reasonable compensation for all necessary expenses incurred by ship-owners in saving the lives of crews and passengers wrecked at sea.

Second, all passenger vessels should be provided with a sufficient number of life saving rafts, of a model to be determined upon, to

be carried in a convenient place, so that passengers can aid the crew in preparing and launching the same; and that no steamer shall be allowed to carry the United States mails which neglects these necessary provisions.

And lastly, whenever it shall be made to appear that the passengers on board any wrecked steamer or other vessel shall be abandoned to their fate by the master or crew, said master or crew should be held guilty of the crime of manslaughter before any tribunal of competent jurisdiction. The government of the United States should enter into correspondence with the other maritime powers of the world, in order that there may be a unity of action and law in bringing about these humane and necessary measures for the saving and protection of the lives of seamen and passengers upon the high seas and all other navigable waters.—*George B. Upton.*

British and Foreign Sailors' Society.

The forty-first annual meeting of this society was held recently, at the London Tavern, Bishopsgate street.

The Marquis Cholmondeley was announced to preside, but a letter was received announcing his lordship's inability to be present in consequence of indisposition. In his absence the chair was taken by Mr. J. P. Corry, M. P., who was supported by Mr. A. Scrutton, Mr. S. Lender, the Revs. W. Roberts, Ll. Bevan, W. Cuff, A. Pitt, J. P. Lowe, J. Matheson, E. W. Mathews, etc.

Mr. T. A. Fieldwick, the secretary, read the annual report describing the operations of the society. To improve the condition of the sailor, the society provides wherever practicable, an institute or sort of club-house on temperance principles, where he may find shel-

ter, comfort, society, amusement, books, newspapers and writing materials, the whole under a dominant Christian influence, and offered for his use free of charge. In addition to this, it employs the agency of missionaries, or Scripture readers, most of whom have been themselves seamen, to seek out these waifs from the sea on board their ships in port, in their lodging houses, and wherever else they may be met with; to apprise them of surrounding dangers, to direct them to the institutes provided for their use, and by means of the circulation of tracts and bibles, and the holding of simple religious meetings amongst them, to endeavor to save them from falling into habits of drunkenness and vice. The society has stations at some of the principal ports on the continent, and the report referred in terms of satisfaction to the beneficial results achieved by the agents of the society at Antwerp, Hamburg, Malta and Genoa. The use made of the Sailors' Institute in Hamburg is shown by the fact that during the nine months ending March, 1874, there had been 4,708 visits to the reading-room, upwards of 100 letters written there by sailors, and between 50 and 60 received for them. The religious services at all the ports were well attended. The work of the society is carried on also at the following home ports:—Barrow, Cardiff, Chatham, Devonport, Dover, Falmouth, Gravesend, Guernsey, Holyhead, Lowestoft, Milford, Newcastle, Padstow, Penzance, Plymouth, Ramsgate, Salcombe, Southampton, Swansea, Weymouth, Yarmouth, Belfast, Cork, Dublin, making a total of twenty-nine stations at home and foreign ports where evangelistic labors are carried on in connection with this society amongst the men of the sea; and thirty-eight agents (three of whom are honorary) engaged in this great

work. There are also thirteen institutes or reading-rooms for seamen, to which they are invited free of charge.

The central sphere of the labors of the society is in London, where Bethel meetings are held on board ship and on shore. Bible and tract circulation, with the visitation of ships and sailors' lodging-houses, are systematically conducted, and the Sailors' Institute at Shadwell continues to be attractive, as many as 40,700 visits having been paid to it by sea-faring men during the year. Six religious services in English and one in German are held here every week; and the great cause of total abstinence amongst seamen is advocated at meetings held every Wednesday and Saturday evenings.

Operating from this building, there are eight agents in London, employed constantly in carrying out the objects of the society. Two in general visitation on board ship and on shore—one in the institute itself—two in the preparation and supply of loan ship libraries—one as a Bible colporteur—one wholly among the Welsh—and one wholly amongst the foreign seamen.

There is also in connection with the Shadwell Institute a navigation school, provided with all necessary scientific and nautical appliances, which is successfully conducted by Mr. Saxby, R. N. A feature in the society's operations is the practice of lending libraries to ships, and in this department considerable progress has to be reported. Arrangements have been made by which the librarian is enabled to devote a larger amount of time to this work, and the results are so far satisfactory; 54 libraries have been added to the stock in the hands of the committee who kindly superintend this part of the society's work, and 176 have been placed on

board foreign-going ships during the year, being an increase of 44 on those supplied the previous one; 256 libraries have been in circulation, containing 5,895 books, 10,618 tracts, and 5,668 periodicals. The financial statement showed the total receipts to have been during the year £5,655 8s. 10d., and the expenditure £5,597 0s. 3d., leaving a balance of £58 8s. 7d. The directors of the society had no reason to deplore a diminution of their resources, but they acknowledged that at the best their means were but limited, and inadequate for the great work remaining to be accomplished.

Help Wanted.

We have not been asked to print the following appeal, but we give it to our readers, hoping that some friend of the sailor may be moved by it to aid a most useful and deserving church enterprise.—ED. MAG.

While I read the encouraging statements of aid given to Foreign Missions, Home Missions, Sustentation, Publication, Disabled Ministers, &c., and to all the benevolent operations of the church, I cannot but rejoice; but when I remember our seamen, who are disconnected with this golden chain, and then consider that they are a class of men without whom there would be *no interchange of commerce, no intercourse between our nation and foreign powers, no missionaries transported to heathen lands*, I confess that too little has been done for those men that so do much for humanity. And if some of the grandest pursuits of our civil and religious compact are to such a remarkable extent in the hands of the brave men of the ocean, to whose efforts will be largely due the evange-

lization of the world—the final union of the divided and straying multitudes of mankind to God—then, I ask, do not the mariners claim a seat in our affections? Should we not give it to them, if hitherto it has been withheld? Should there not be in our church a permanent fund for the Christianizing of that class of men without whom thousands would be unchristianized? Shall they that bless be unblessed because of failure on our part? Shall we pay large sums of money to send missionaries to the heathen, and forget the men who gave to the *light-bearing* minister a safe voyage? Brethren, the ocean's children need our assistance. It is the old *Eastburn* church from which this appeal comes. Her members, male and female, since her organization by the sainted father Eastburn, have been “casting bread upon the waters.” Outside our public congregation, which is chiefly composed of inhabitants of the city, we have purchased the largest library for mariners, in the State. We pay a salary, monthly, to the keeper of the library. Papers, envelopes, and ink, together with hundreds of religious pamphlets, books and newspapers, are given to the seamen free of charge. We pay a collector of religious literature, who keeps our library constantly replenished. We have registered during the past year the names of more than four hundred sailors who have, at our weekly meetings, asked for prayers, many of whom are converted. Here let me say that all the expenses connected with our church organization, (including pastor's salary,) we must also meet. Brethren, the cost presses heavily upon us, and yet we do not want to give up the seamen. Besides, when we consider that ours is the only Presbyterian

church of this kind in the State, and the first one planted on American soil, let us keep her timbers strong, her sails unfurled, and her banner of love floating seaward. Let each pastor present our cause, that the people may respond. We need at least eighteen hundred dollars, over and above that which it is possible for us to raise, and which will place us on a smoother sea, and amid gentler breezes. Send to me, (at No. 243 Pine street, Philadelphia,) and a receipt will be transmitted, also a careful list of all sums kept and presented. Please do not forget us.

A. VINCENT GROUP, *Pastor.*

For the Sailors' Magazine.

A Light in a Dark Place—Water Street Mission for Seamen.

Our centre of operations is on the corner of Water and Dover Streets. This Mission is an offspring of the New York Port Society, and has been eleven years battling with the great enemy, and not without success. Here you may find what was once a dance-house, transformed into a commodious chapel, tastefully fitted up, light and cheerful. Here the sailor finds friends true and faithful, a reading-room, books, pens, ink, and paper, and means of writing a letter without running in debt to the landlord for it. Here, three nights in the week, he finds entertainment in religious and temperance meetings. On Sabbath afternoons he may be seen receiving instruction in the Bible, listening to the preached word, and taking part in the prayer-meeting. At the close of each service, those who are going to sea are furnished with Bibles, Testaments, and packages of good reading matter. These are carried on ship-board, and sailors who cannot be induced to hear the gospel on land, often find it in mid-ocean. They often be-

guile a tedious hour by reading papers and books given to their shipmates at some of our religious meetings. But I hear it asked, "What are the results of this work among sailors?" Let the record of the Mission answer.

For the year ending June 1st, 1874, we find the following facts: The total attendance upon the various meetings was 9,869 persons, one-half of whom were sailors; 391 signed the temperance pledge; 546 evinced their interest in religion by asking an interest in our prayers; 4,064 visited the reading-room, and there was distributed to those going to sea, the following: packages of reading matter, 301; volumes of good moral reading, 153; Bibles, 42; and Testaments, 71. These are some of the facts; the results, eternity only can show.

This Mission is surrounded by houses of the lowest character, where sailors and others resort. Many of the unfortunate inmates find their way into our religious services and often ask an interest in our prayers, and a good many sign the pledge. The home for women in Water Street, has taken in and reformed a good many of the poor unfortunates. Persons desirous to volunteer their services in a truly mission work, as teachers of either youth or adults on Sabbath afternoons, can find no better field than this. It is not to be denied that this is a self-denying work; but all who are willing to undertake its cross, are cordially welcomed. Though the number of children is not large compared with some other schools, still the work to be done is none the less pressing and important. C. D.

OUR WORK:

CORRESPONDENCE, REPORTS, &c.

Labrador.

Rev. S. R. BUTLER and Miss BRODIE, the well-known missionaries in Labrador, have been heard from—a Canadian seal-hunter having been carried in by the ice near to their station, and thus they have been permitted an unusually early chance of communication with the outside world. They were well, and had spent a pleasant winter. Two members had joined the little church.

I have wrought by preaching in a hall, and in two other places in this city, and God has blessed the word preached. My Bible class numbers, at present, forty scholars, and the school-work is going well." He speaks of an interesting Christian festival, and of the fact that his school now has in it twenty-three teachers. He mentions his continued work in Drammen, with gratitude. With other Evangelistic Christians he had preached in that place nearly every Sunday, and this faithful labor had excited the opposition of the Lutheran priests. Not a few persons were giving evidence that they really sought the salvation of their souls. Mr. Bernt Jørgensen, seaman, had been appointed a preacher and helper in Christian work, in Christiania. Twenty-eight sermons, and twenty other religious meetings and one hundred visits made a part of

Norway.

CHRISTIANIA.

We have letters from Rev. H. P. BERGH dated April 1st and 30th. In speaking of his work he says: "When I look back on the quarter just past, I thank God. As to my work in this city, I have reason to believe that it has not been in vain. Besides my Sunday-school,

his labor for the quarter. He had supplied many Bibles to families in Drammen, by an arrangement with the British and Foreign Bible Society, through which he obtained copies at reduced rates.

Sweden.

HELSINGBORG.

In the first quarter of the year, Rev. N. P. WAHLSTEDT preached 41 sermons and visited on board 110 vessels, traveling 67 Swedish miles. This was at Helsingborg, Landskrona, and in the vicinity. He found a pious mate on a Norwegian ship who was active in Christian work.

At Råa, he met many "living children of God" among sailors and fishing men who during the last year had become converts to Christ. They are now "cheerful partakers in the blessed work for the conversion of their brethren. At Helsingborg, in February, he met some Finland sailors who received God's word with great earnestness, following him a long distance from the harbor that they might hear it. Hundreds of sailors listened at Landskrona, Malmö, Borstahusen and Helsingborg, in March, to his preaching. In Landskrona, the Lutheran Mission House was open to him. At Hildesborg, on the sea coast, where there had been no preaching, he was also invited to preach, and did so, to many hearers. A meeting of "The Evangelical Union" was held at Helsingborg, in March, and the Holy Spirit's power was manifest in the great assemblies.

Of his labors in May, he says: "I have met with some sailors who have received the word with desire, and also with many ignorant and ungodly men, of whom some have been open scorners and free-thinkers. May the Lord show mercy upon them and give them repent-

ance to the acknowledgment of the truth. We have a great field for labor in this country, and the Lord has opened many doors for his word, but the laborers are few, and they must also experience much opposition from the ignorance and the ungodliness and the false Christianity which still prevails in our country. May God soon give his kingdom progress and victory in our country." The Religious Tract Society in London had sent to Mr. Wahlstedt \$50 worth of tracts for distribution.

WARBERG AND WEDIGE.

"The Lord," says Mr. C. CARLSSON, reporting for the quarter ending March 31st, 1874, "has blessed my labor to the conversion of souls. New doors have been opened for the preaching of the word and the houses have been crowded with hearers. Reading, religious discourse and prayer have often continued to midnight, and Christians of different denominations seem to be more united in the love and in the labor of the kingdom of God. I have labored on the seacoasts as before, preaching the word among sailors and speaking with inquirers."

GOTTENBERG.

In the first three months of 1874, Rev. A. FERNHOLM visited 89 Swedish ships, 1 Norwegian, 2 Danish, 8 German, 7 English and 1 French, total, 108; distributing, with other labor, 11,640 pages of tracts. Sailors at home during the winter had steadily attended services and meetings for prayer, and appeared really anxious for the salvation of their souls. On shipboard, the seamen listened attentively to exhortation, and willingly received Christian reading. He closes his report, saying:

"In the winter, missionary work is especially difficult here owing to the

want of a room that could be used as a seamen's chapel. In the short day time the sailors are occupied with work, and because of that, are inaccessible. In the long and dark evenings they have nothing to do, but then no room is to be found where to gather them. I therefore am glad that summer is approaching when the difficulties will be very much diminished."

GEFLE.

MR. ERICKSON writes, March 26th, that his chapel which has 600 sitting places, had been crowded with hearers since the new year, and the Holy Spirit has been copiously poured out upon them. The Lutheran church had been visited by the same Spirit. Among the converts was a policeman, who left that service after becoming a believer. "That," says Mr. C., "is in our country a hard service for a Christian." In a tour to the North of Gefle, school-houses, session-halls, inns and private houses were opened for his preaching. Exposure in this tour, brought Mr. C. to a severe sickness, but he says: "I trust soon to recover and that the Lord may grant me health and strength with joy to continue to work among sailors, and 'cast bread upon the water.' Navigation will soon be opened."

Forty-three sermons were preached and twenty-three prayer-meetings were held during the quarter.

STOCKHOLM.

MR. LJUNGBERG visited Staby and Thuma, parishes in Upland, eleven Swedish miles north from Stockholm, where he had not been for eight or nine years, in March last, finding several Christians who gave him hearty welcome. He says: "I think something in this manner will take place when Jesus cometh the second time." Then at Alunda and

Ekeby, and at Hokofra he continued his labor. At the latter place intolerant persons gave him hard trial, denying him shelter for the night, and not allowing him to preach. So also at a village near by he could not be heard, but he was better treated in another part of the parish. At Ytternuth the people listened to the Gospel with joy, saying that they had not before heard so much of the word of God at once. The month of May was spent at Stockholm, visiting vessels and sailors. On the 24th he testified for Christ, on board the great ship *India* from Gefle. Some of the crew "contradicted the word," but he found the carpenter to be a believing Christian. He visited 109 vessels during the quarter.

WISBY AND BUTTLE.

In January, February and March, JOHN LINDELIUS' health was such as to permit him to preach and visit in these fishing villages and among the sea-faring class. He says that God has granted the Methodists much blessing and progress in their labors for His kingdom in Sweden.

Denmark.

BORNHOLM, &c.

During January and February, Rev. P. E. RYDING labored on the island of Bornholm. During these months many vessels are to be found at Rønne, and many seafaring men heard the word of God. His last report is mainly taken up with the record of the conversion of an abandoned drunken sailor, who was subjected to severe temptation from his associates, but by the grace of God he stood firm in his Christian character, through all his trials. The effect of the whole was to bring large numbers of his companions to the meetings for worship, and upon many of

their faces tears streamed down their cheeks as they listened to the gospel. Mr. Ryding supplied them afterwards, as they sailed from Rönne, to all parts of the earth, with tracts in a variety of languages. During March he preached at Ystad and Malmo, in Sweden; and at Copenhagen and on Amager, visiting many ships. During the year closing in March, his visits to Danish, German, English, Swedish and Norwegian ships numbered 1,149. Three Sunday-schools are under his supervision, and there are 113 children.

COPENHAGEN.

Rev. H. HANSEN writing to us, June 9th, says: "The port has been visited by a comparatively small number of ships during the first part of the quarter, but in the last week of May and during this month the increase has been so great that I do not rememeber ever to have seen so many foreign vessels here, except after the storm in November, 1872. I have visited thence 328 ships and spoken with the sailors. Upon the ships I have sold 23 Bibles, and other religious books, with 8,430 pages of tracts and 315 illustrated religious papers. The tracts have been given me by friends of the cause; the Methodist Episcopal church, here, furnishes the papers, and have also agreed to pay for the books which I might find occasion for giving away. Many emigrants are leaving weekly, among whom I distribute tracts, and testify for Christ.

ODENSE.

We have letters from Rev. F. L. RYMKER, of April 3rd and May 7th. In the former, he reports his work for the previous quarter, during which he had visited 160 ships and 690 houses and families, held 27 meetings for preaching, &c., &c. Odense, Aarhmus, Korsenhr,

Veike, Rolding, Fredericia, and Middlefort, all sea ports, were the places in which this work was done. Thirty-two vessels were visited at Aarhmus, and in each place faithful effort was made to bring to the sailors the knowledge of salvation by Christ.

May 7th, he gives an interesting account of encouragement received in a visit to a Norwegian vessel in the harbor of Odense. "Coming on board," he says: "the captain, a fine, sturdy young man, came toward me and called me by name. I said, 'I am not so happy as to know you, sir.' 'That is true enough, but I knew you as soon as I saw you. When you first came to Norway, at my father's home, in 1857, I was but a little boy.' This man is now twenty-seven years old, a happy believer and follower of Christ, for whom he witnessed in our meetings by his words of exhortation and prayers, and on board his ship by getting his men around him, reading the word to them and praying for them daily." Mr. Rymker remarks: "It is this characteristic of the sailor, when he is converted, that deserves especial attention, for it makes him influential for the salvation of perishing men."

Antwerp.

Rev. E. W. MATTHEWS, Chaplain at this port, has sent us a record of his work for the quarter ending March 31st, 1874, giving some details as he noted them down from day to day.

To-day visited most of the 17 ships in Napoleon Dock, and in interesting conversations with captains, officers and men, found the remembrance of early pious teaching. "I much pity," he writes, "some young officers, who say they remember the past at home—do many things they know to be wrong—would not do them if they were

Christians, and yet in many senses, are obliged to do them or leave the ship! Thank God, such ships are now in the minority. But moral principles are severely tested in sea life."

* * * * * Went to ships in all five docks. During the several visitations found my sermons were remembered and appreciated, and that upon many the services act as a great moral and religious restraint. The mate of a very large ship in a short conversation put an oath into every sentence. I reproved him and made him acknowledge his sinfulness. His excuse was: "I am not a Christian, but a sailor." One captain was certainly under religious impression. We read together and conversed upon the sublime essentials of the Christian faith.

* * * * * I met the mate of a large ship, a religious man, and had a most happy interview. On board a smaller ship the captain proposed something toward the erection of the new Bethel. The mate was once a wild sailor, said the captain, but was converted at New York, and is now most religious. On arrival at Antwerp, after a fearful storm, he fasted for twenty-four hours to worship God for his mercy. "I must say," adds Mr. Matthews, "that I have met not a few sailors converted at New York."

The following extracts give an idea of Mr. Matthews' work at the hospital.

"A sailor with typhus fever, very ill was every day more and more interested in my earnest personal religious conversation.

"Spoke to the sailor with small pox. He was in the last stage which was most painful to behold; he shortly afterwards died.

"Another sailor in the accident ward, was most grateful for a little kind act in going to his captain and ship.

"Another poor fellow who had fallen down a deep place and greatly injured his back, shed tears of gratitude because I wrote a letter to his friends in London.

"I find," he says, "that the sailors appreciate the gospel much more when it comes with a little sugar for their coffee, an orange for the fevered lips, a message to the Consul, a visit to the ship to see about the old clothes, or to bring a clean change, a few francs obtained from the captain for little extras which make hospital life so much brighter, a letter sent home to anxious friends, a ship sought out to meet the wishes of one who wants to get to his friends, a good newspaper as well as a religious tract. These things, almost too small to mention, have made some of them watch for my coming, as they have watched many times for the morning light."

"A sailor boy of only sixteen years was sick with rheumatism. Found him very tender. Spoke of Sabbath-school and home. His mind was so receptive."

Mr. MATTHEWS concludes his report with a special reference to the sailor above referred to, who died from typhus fever and was buried in February. One sailor who had taken his ship-mate's knife on the passage, wept like a child and wanted the captain to allow him to pay his funeral expenses. "In my last report," he concludes, "I spoke of a captain who was much affected under a sermon at the Bethel, and afterwards gave a guinea. (See SAILOR'S MAGAZINE, April, 1874, p. 118). He has since died, and I shall miss him greatly."

Mr. Matthews submits the following statement of work done at the station during three months, from January 1st to March 31st. Public services, 63; visits to ships, 616; visits to lodging-houses, 134; to the sick, 176; gospels

distributed, 33; tracts distributed, 4,000; Magazines, 40.

He encloses to us the circular issued to raise funds for a Sailor's Institute and Bethel at Antwerp. Any contributions for this building will be thankfully received and duly acknowledged if sent to the office of the AMERICAN SEAMEN'S FRIEND SOCIETY.

HAMBURG.

The Hamburg Sailor's Mission and Institute was opened under the auspices and support of the British and Foreign Sailor's Society of London, England, in May, 1873. Its success in its first year has been decided—over 3,000 visits having been paid to it by English and American seamen. It has a Reading-room in which religious services are regularly sustained, and the Missionary of the Institute, Mr. Hitchens, visits the ships in the harbor, daily. Upwards of 2,000 English and American vessels annually enter Hamburg, and the number of English speaking sailors often together in port is close upon 500. Already the accommodation furnished at the Institute is proving too limited.

France,

HAVRE.

Rev. H. ROGERS, *Chaplain*.

Work under the auspices of our Society is steadily prosecuted. At times fifty to sixty seamen are present at divine service.

MARSEILLES.

Rev. GORDON THOMPSON has returned to England. A new chaplain has been secured, and the work will go on as heretofore.

Japan.

Rev. E. W. SYLE, writing to us from Yokohama, 18th February, 1874, says:

"Now," in Japan, "is the time for christian people to be on the alert, both to help those who are honestly aiming at progress, and to counteract the evil influence of foreigners from Europe and America who tell the Japanese, 'there is no God!' Alas, that christian lands should send forth such untoward missionaries of ungodliness." He sends us a printed circular which is addressed and sent to the captains of all vessels coming into port, offering them the hearty welcome of the christian community, and notifying them of divine service on Sundays at Christ Church and at the Union Church, with a Sunday-school at 2-30 P. M. Prayer-meetings are also held on Sunday and Wednesday evenings at the "American Mission Home." A Temperance Hall at No. 114 Creek, is open to receive boarders and lodgers at moderate rates, and a Bible class is held at the same place on Sunday afternoons at 3 o'clock. A Sailor's Bible class is held at the Camp at 7 P. M. on Tuesdays and Fridays. Tracts and Bibles are procurable from the Sailor's Colporteur.

A letter from the Rev. Dr. BROWN, dated at Yokohama, 19th February, says: "There is a good work going on here among seamen, but it wants a leader." He closes his note thus: "The work of God is advancing here in a manner that I am sure you would be delighted to see. The native christians are prayerful and active." "I have the education in English of ten young men from the native church in Yokohama, who have been chosen to prepare for the ministry. They are very intelligent and very devout. Old age is fast coming upon me, but I hope to be able to send forth a band of preachers who shall perpetuate the work of evangelization when I am gone."

Mrs. MARY PRUYN, of the Woman's Union Missionary Society, sent us a most interesting letter from the "American Mission Home," at Yokohama, dated February 18th, 1874. The non-arrival of Rev. Dr. WALSWORTH, who was expected last year, to take the pastorate of the Union church in Yokohama, has led that church to avail itself of the services of several missionary gentlemen who have come to that part within the past year, and who will remain there while they acquire something of the Japanese language before going to the various positions to which they will be assigned. Meanwhile, the Union church expects, during this present twelve-month, to put up a new church building, and in 1875, hopes to be ready to receive and settle a minister over itself.

Mrs. PRUYN passes from statements of this sort to an account of the colporteur for seamen in Yokohama, Mr. ROBERTS, of whom mention was made in the Annual Report, (*vide SAILORS' MAGAZINE*, pp. 202.)

Mr. ROBERTS has his mind turned with great desire towards his native land, and feels that he must try and set in motion some efforts to get there and tell his countrymen of the precious Saviour he has found. He says he is praying that the Lord will open the way, so that he may labor in Greece.

Letters just received from Mrs. PRUYN, advise us that Mr. ROBERTS has already left Yokohama, finding an opportunity to ship as a mate for Malta, from which place he can readily pass to his native country and do that work there, upon which his heart is so earnestly set.

His place has been filled by a sailor providentially sent to Yokohama and possessing decided qualifications for the work. His name is WILLIAM AUSTEN,

and we hope to hear of his success under the general direction of Mrs. PRUYN and others, for whose interest in this whole matter we are grateful.

Jesus Walking on the Sea.

BY HELEN M. WALTON.

On life's sea in storm toss'd weather,
Mid the gloom and dark of night,
When the wind and wave together
Blot the harbor from our sight;
When our little bark is tossing
And we know not how 'twill be,
'Tis then the Nazarene comes crossing,
Walking toward us on the sea.

Then the black clouds part asunder,
And the storms no more divide;
While the rolling, rumbling thunder
Makes no more a terror wide;
When our dearest hopes shall wither,
Oh, Thou Man of Galilee,
Turn Thy watchful footsteps hither,
Come Thou walking on the sea.

When the mists of death are falling,
And life's voyage all is made,
We shall hear the Saviour calling:
"It is I, be not afraid."
Life is short and time is fleeting,
Ever watchful let us be,
Till we hear our Master's greeting,
Meet us walking on the sea.

Brooklyn, June 22, 1874.

—Methodist.

The Rising Cloud.

In a recent tour through some of our inland States, necessitated by failing health, I took occasion on the Sabbath, as opportunity offered, to hold up to the churches, the importance of the agency of the "Men of the Sea." I endeavored to set before them the prominent position which God has assigned to the sailor in the ingathering of the nations, and the consequent extension of the kingdom of Christ. I addressed large audiences at Clifton Springs, Buffalo, Cleveland, St. Louis, and Detroit, in Congregational, Presbyterian, Baptist, and Methodist churches,

in all of which I was well received. In some instances, after speaking, even beyond the time allotted to the ordinary services, such was the enthusiasm kindled by the subject, that both ministers and people requested me to *go on*. It did not seem as if they could hear enough. At the close of the services, the ministers thanked me for the light they had received, and the people gathered about me to express their gratification that the subject had been brought to their notice, and begged me to address them again, and tell them *more* of this interesting and useful class of our fellow men.

One one occasion, having been requested to give some information on this subject, and to compress my remarks within ten minutes, I spoke forty minutes. A gentleman came into the pulpit and requested me to address them again on the morrow, and to take the whole hour, I consented, spoke an hour, and at the close was requested to *go on*, I continued fifteen minutes longer, and then a deputation of ladies expressed the wish that I would address them, and give further detailed information, which I did, the next day, explaining to them the origin of the work among seamen, and the present value, importance, and missionary aspect of the Library work, as carried on by the SEAMEN'S FRIEND SOCIETY.

As my object was simply to give information on a subject so near my own heart, and to stir up the hearts of God's people to pray for the sailor, and as I showed distinctly that I was not, in any sense, an agent, and did *not* ask pecuniary aid, I was more than astonished to find men and women, and even the ministers, anxious to share in the privileges of the Library work.

After reading the letters of Captains Duncan and Adams, giving account of

the conversion of their crews, as a blessed result of that particular agency, I was requested to become the bearer to the sea-board of a sum sufficient to purchase and send to sea, on account of the donors, thirteen of those libraries. In addition to these, three others were provided, as an expression of the deep interest they felt in the work. The donors agreeing to pray for the success of their effort, and to watch for the result in the conversion of precious souls.

Surely the church is waking from her long slumber of centuries on this subject. "*There ariseth a little cloud out of the sea,*" and although at present only "*like a man's hand,*" it is rising and spreading, and will continue to spread, just in proportion as the church shall "*go up,*" and from her "*Carmel*" of privilege in the spirit of persevering prayer, shall "*look toward the sea.*" For as certainly as she looks, believing in the God of the covenant, shall she be blessed with the "*sound of abundance of rain.*"

I will take this opportunity of expressing my gratitude to Dr. Foster, of Clifton Springs; Rev. Messrs. Cook and Wood, of Buffalo; Rev. Messrs. Pomeroy, Baker and Sullivan, of Cleveland; Rev. Drs. Brookes and Burlingham, of St. Louis; and Rev. Drs. Aikman, Eddy and Fiske, of Detroit, for their sincere sympathy and hearty coöperation in the good work.

Having been associated with seamen, "*by and large,*" for the last forty-three years, I cannot but rejoice, and thank God, and take courage, and as I return to my charge, and endeavor to lead my congregation of aged seamen to the feet of our blessed Saviour, I can the more confidently and courageously pursue my labors, with the assurance that, although I may not again go forth to the stirring scenes and active associations of practi-

cal sailor life, I may still stand in my lot—watching the progress of the good work to which the awakened church of God has consecrated herself for the conversion of the “abundance of the sea.”

And when my labors here are ended, I shall the more cheerfully sing my “*nunc demittis*” as I spread the sails of my affections to the breezes of the divine spirit bearing me to that good land where “*there is no more sea.*”

C. J. JONES,

Chaplain Sailors' Snug Harbor, S. I.

A Valued Approval.

The COUNTESS OF ABERDEEN, in a letter dated 10th June, acknowledges the receipt of a specimen Library, sent to her by the hand of Rev. Dr. ROCKWELL, with an engrossed copy of the action of our Board, in view of her Ladyship's generous gift.

The manner in which that gift has been disposed of, seems to have given the utmost satisfaction, and to have assured the hope of its very great usefulness.

Lake Mohonk.

The guests of the Mountain House at this delightful resort, Sabbath evening (July 19th,) evinced their interest in a brief statement about the Library Work of the SEAMEN'S FRIEND SOCIETY by generously contributing over FOUR HUNDRED DOLLARS in its aid.

It would be difficult to find a more charming spot than LAKE MOHONK, or a pleasanter watering place to pass a Sabbath, or spend a month.

The hotel is beautifully situated on an elevation of twelve hundred feet above tide-water, and overlooks a most picturesque region of very wide extent. It is admirably kept, with scrupulous neatness, and in every respect is managed

for the comfort and gratification of its visitors.

On this account a most agreeable company has been attracted there, characterized by intelligence, refinement and content.

A feeling of Christian kindness pervades the whole establishment, and makes it as near a perfect place as any one can find away from his own home.

Another Conversion.

In a prayer-meeting recently held in the little upper room at the Sailors' Home, a sailor lately arrived from the sea, stated that the first impression made upon his heart, which ended in his conversion, was through the reading of a library book, (*The Sailor's Companion*,) on board the ship *Gamecock*, of New York, Capt. H. W. Stoddard, furnished by the AMERICAN SEAMEN'S FRIEND SOCIETY. From the reading of this book, he became more and more anxious about his soul, and he began to read the Bible and pray. In a short time he found peace by believing on the Lord Jesus.

Mr. S—— began at once to tell his shipmates what great things the Lord had done for him, in forgiving his sins, and urged them all to turn to the Lord. During his stay on shore he faithfully attended all the means of grace, telling what a dear Saviour he had found. His shipmates speak well of him. Mr. S—— found very warm friends in the Church of Sea and Land, of which he is now a member.

C. A. B., *Missionary.*

Sailors' Home, 190 Cherry Street.

Mr. ALEXANDER reports one hundred and eighty-seven arrivals during the month of June. These deposited with him \$1,097, of which \$467 were sent to relatives, \$200 placed in Savings

Banks, and the balance returned to depositors.

In the same time, seventeen men went to sea from the HOME without advance, and seven were sent to the hospital.

Position of the Principal Planets for August, 1874.

Calculated by Prof. E. H. BULL, of the University of New York.

MERCURY is a morning star during this month, rising on the morning of the 13th at 3h. 41m. and $24^{\circ} 50'$ north of east; is at its greatest elongation west during the forenoon of the same day at 9h. 6m., being then $18^{\circ} 44'$ distant from the Sun; is stationary among the stars on the evening of the 4th at 7h. 31m.; is in conjunction with the Moon on the morning of the 10th at 7h. 45m., being $7^{\circ} 11'$ south; is in conjunction with Mars on the afternoon of the 22nd at 5h. 2m., being $13'$ south.

VENUS is an evening star during this month setting on the evening of the 1st at 8h. 57m. and $6^{\circ} 51'$ north of west; is in conjunction with Jupiter on the evening of the 12th at 7h. 8m., being $58'$ south; is in conjunction with the Moon on the afternoon of the 15th, at 2h. 2m., being $2^{\circ} 15'$ south.

MARS is a morning star rising on the 1st at 4h. 16m. and $28^{\circ} 14'$ north of east; is in conjunction with the Moon on the evening of the 10th at 10h. 17m. being $4^{\circ} 2'$ south.

JUPITER is an evening star setting on the 1st at 9h. 22m. and $1^{\circ} 53'$ north of west; is in conjunction with the Moon on the morning of the 15th at 8h. 35m. being $1^{\circ} 19'$ south.

SATURN crosses the meridian on the morning of the 1st at 17m. past midnight, being then $18^{\circ} 17'$ south of the equator; is in apposition with the Sun on the morning of the 3rd at 8h. 37m.; is in conjunction with the Moon on the

afternoon of the 25th at 1h. 34m. being $4^{\circ} 17'$ north.

Clinton Point Observatory on the Hudson.

Total Disasters in June, 1874.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the past month, is 17, of which 10 were wrecked, 3 foundered, and 4 are missing. They are classed as follows: 2 steamers, 5 ships, 3 barks, 2 brigs, and 5 schooners, and their total value, exclusive of cargoes, is estimated at \$180,000.

Below is the list, giving names, ports, destinations, &c. Those indicated by a *w* were wrecked, *f* foundered, and *m* missing.

STEAMERS.

Enterprise, *w.* from Providence for New York.
Prince Alfred, *w.* from Victoria for San Francisco.

SHIPS.

Western Ocean, *m.* from Pensacola for New-castle, E.
Clifton Belle, *m.* from Pensacola for Greenock.
St. Paul, *w.* from Key West for Frontera.
Percy Thompson, *f.* from Bull River for London.
Merrie Monarch, *w.* from Calcutta for New York.

BARKS.

Mohawk, *m.* from Pensacola for Troon.
Gladstone, *w.* from Antwerp for New York.
Dalkeith, *m.* from Pensacola for Greenock.

BRIGS.

Annie Jane, *w.* from Cephalonia for N. York.
Pacifico, *w.* from Palermo for Boston.

SCHOONERS.

Antelope, *f.* from Dige-dequash for Boston.
Susan McDevitt, *w.* from Providence for New York.
John Ferris, *w.* from Pawtucket for N. York.
Rover, *w.* from Indian River for Savannah.
T. J. Frazier, *f.* from New York for Aux Cayes.

Receipts for June, 1874.

MAINE.

Bangor, Hammond St. church, \$18	
from S. S.....	\$64 42
Lincoln, Cong. church, S. S., for lib'y.	20 00

NEW HAMPSHIRE.

Concord, Seamen's Friend Society,	
library.....	15 00
Gilsum, Cong. church.....	7 00
Hanover, Mrs. Julia Leeds, lib'y.....	20 00
" Home School.....	1 50
Henniker, Cong. church.....	30 00
Hopkinton, Cong. church.....	20 00
North Hampton, S. S., for library....	20 00

VERMONT.

St. Albans, 1st Cong. church.....	38 00
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MASSACHUSETTS.

Andover, Abbott Female Academy,	
library.....	18 00
Free church.....	30 00
Mrs. J. Smith, library.....	20 00
West Parish, Seamen's Friend Society,	
to const. Mrs. Eldesta C.	
Chandler, Miss Susanna W. Smith,	
L. M's.....	60 00

Barre, Cong. church.....	42 40
Meth. Epis. church, S. S.....	0 75
Boston, schr. <i>J. W. Durey</i> , Captain Baker.....	2 00
East Falmouth, for library.....	20 00
Falmouth, Cong. church.....	15 00
Ladies' Seamen's Friend Society, in full, library.....	10 00
Foxboro, Cong. church.....	51 88
Gilbertville, Cong. ch., S. S. class, lib'y	20 00
Groton, Mrs. C. A. Adams and her S. S. class for library.....	20 00
Ipswich, E. K. and L. K. Gray, lib'y.	20 00
Jamaica Plains, Mrs. Jno. Duff, lib'y.	20 00
Lenox, Cong. church.....	25 73
Lowell, Matilda Page, library.....	15 00
Marblehead, 1st Cong. ch., of which \$30 to const. Mrs. M. J. Ricks, L. M.....	35 00
Newburg, Cong. church.....	35 66
Newburyport, Mrs. Jno. H. Spring, library.....	20 00
Northampton, Edwards church.....	51 20
Shirley Village, Cong. church.....	5 00
Taunton, Almira Lincoln.....	1 00

CONNECTICUT.

Berlin, Cong. ch., to const. Rev. Jesse Brush, L. M., \$30.....	39 00
Danbury, Meth. Epis. church.....	13 28
Derby, Cong. church.....	24 55
Fair Haven, 1st Cong. ch., S. S., Miss Julia M. Williams class, balance for library.....	10 00
Groton, Groton Bank, Bap. S. S., lib'y.	20 00
Hartford, "Woodburn Twenty" for lib'y, per Dr. Geo. E. Abbott.....	20 00
Centre church.....	171 10
Harwinton, Cong. ch., to const. Rev. Geo. Curtiss, L. M., \$30.....	30 05
Higganum, Cong. church.....	22 00
Kent, Cong. church.....	20 00
Lakeville, Mrs. M. A. Holley.....	10 00
Lebanon, South Cong. ch., S. S., for library.....	20 00
South Britain, N. C. Baldwin, M. D., for library.....	20 00

NEW YORK.

Brooklyn, Ref. Ch. on the Heights, of which David Moffat, \$50.....	314 20
W. W. Edwards, library.....	20 00
Miss. Ass'n, Elm Place, Cong. ch., for library.....	20 00
Mrs. L. G. Hustace.....	5 00
Lafayette Ave. Pres. ch., S. S. Miss. Ass'n, for lib'y, per D. W. McWilliams.....	20 00
Classon Ave. Pres. church.....	61 72
Buffalo, P. P. Pratt.....	100 00
Burns, Bancroft & Co.....	25 00
Canandaigua, S. S., Cong. church, for the Bates library.....	21 52
Clifton Springs, Dr. Henry Foster, library.....	20 00
Sanitarian Collection, viz:	
Mrs. Rhoades.....	10 00
Miss Gray.....	10 00
Miss Dunbar.....	5 00
Miss Amy Anderson.....	5 00
Rev. Mr. Bodwell.....	5 00
Miss Condit.....	2 00
Miss Beck.....	1 00
Miss Scovil.....	1 00
Miss Johnston.....	1 00
Mrs. O. Sullivan, library.....	20 00
Clinton, Hamilton Brownell.....	20 00
East Wilson, Meth. Epis. church.....	6 79
Fairport, S. S., Bap. ch., for lib'y.....	20 00
Free Bap. church.....	6 50
Hampton, Union Meeting.....	9 63

Homer, Cong. ch., of which S. S., for lib'y \$20, Rev. W. A. Robinson's Bible class do. \$20, Mrs. C. Green's Bible class do. \$20.....	125 24
Huron, Pres. church.....	7 93
Kingston, Ref. ch., in part.....	80 00
Lockport, S. S., Bap. church.....	20 00
New York, Capt. Selkirk, ship <i>Sarah Nicholson</i>	5 00
Mr. Luqueer, library.....	20 00
Three Granddaughters of a seaman, for two libraries.....	40 00
Capt. Hilton, ship <i>William</i>	3 00
Capt. A. D. Munroe, bark <i>Eliza Eveline</i>	2 00
Mary Bronson, for Genoa.....	50 00
William C. Rhinelanders.....	100 00
William Hutchins.....	5 00
John E. Spencer, Sailors' Home.....	20 00
Charles H. Rogers.....	50 00
Mrs. A. E. Bronson.....	20 00
Murray Fund.....	100 00
Jas. G. De Forest.....	10 00
Edward F. Brown.....	10 00
H. F. Lombard.....	5 00
A. Norrie.....	25 00
H. Griffin.....	5 00
Sanford Cobb.....	10 00
S. P. T., \$1, J. M. M., \$5.....	6 00
Mrs. Halsted.....	5 00
Wm. E. Dodge, Jr.....	25 00
Jonas M. Libbey, libraries.....	60 00
Jno. Dwight.....	50 00
J. C. H.....	50 00
C. H. Read.....	5 00
S. V. Hoffman.....	5 00
J. B. Spelman.....	10 00
R. Poillon.....	10 00
Rochester, Mrs. H. Sandford.....	0 75
Rome, 1st Meth. Epis. church.....	19 13
Court St. Meth. Epis. church.....	2 35
Bap. church.....	15 75
Saratoga Springs, L. W. James, lib'y.	20 00
Saugerties, Ref. church.....	34 52
Ref. church, add'l. J. B. Sheffield..	30 00
Tarrytown, 1st Ref. ch., of wh. Mrs. A. G. Phelps, \$25, H. A. Grant for library, \$20.....	70 00
Union Springs, Meth. Epis. church...	5 91
A Friend.....	7 25
Westmoreland, Bap. church.....	4 38
Walesville, S. S., Bap. ch., for lib'y.	20 00
A Friend.....	0 80
Whitesboro, Pres. church.....	9 50
Wilson, S. S., Bap. ch., in part for library.....	10 00
Meth. Epis. church.....	7 60
Prot. Meth. Epis. church.....	0 86
Wolcott, S. S., Pres. ch., in part for library.....	13 14

NEW JERSEY.

Newark, 3rd Pres. ch., add'l.....	2 00
South Park Pres. ch., of which F. Wolcott Jackson to const. Philip Nye Jackson, L. M., \$30, Ira M. Harrison, \$20.....	115 10
North Ref. ch., of wh. Wm. Clark, to const. himself L. D., \$100, Rev. W. H. Steele, D. D. and Peter S. Duryea each \$20 for lib's, Mrs. Schaef, \$3.....	165 04
Orange Valley, S. S., Cong. ch., for library.....	20 00

PENNSYLVANIA.

Easton, 1st Pres. church S. S., lib's...	40 00
Germantown, Moses Brown, Jr., library.....	20 00
Miss Wain, library.....	20 00

\$3,518 13



August. Published by the American Seamen's Friend Society. 1874.

The Shepherd Boy.

One beautiful spring morning a merry-hearted shepherd boy was watching his flock in a blooming valley between woody mountains, and was singing and dancing about for very joy. The prince of the land was hunting in that neighborhood, and seeing him, called him near, and said, "What makes you so very happy, my dear little one?"

The boy did not know the prince, and replied, "Why shouldn't I be happy? Our most gracious sovereign is not richer than I am!"

"How so?" asked the prince; "let me hear about your riches."

"The sun in the clear blue sky shines as brightly for me as for the prince," said the youth; "and mountain and valley grow green, and bloom as sweetly for me as for him. I would not part with my two hands for all the money, nor sell my two eyes for all the jewels in the royal treasury. Besides, I have everything I really need. I have enough to eat every day, and good warm clothes to wear, and get money enough every year for my labor and pains to meet all my wants. Can you say the prince really has more?"

The kind prince smiled, made himself

known and said, "You are right, my good boy. Keep fast hold of your cheerful spirit."

Contentment makes one happy and rich as the greatest king.—*Christian Weekly.*

Experience of a Boy at Sea.

Boys whose love of maritime adventure tempts them into a sea-faring life have sometimes a hard time of it. About four years ago George W. Graves, then about seventeen years old, left his home and widowed mother in Clermont, N. H., and took service on board a whale ship. After making several voyages on different vessels, he was taken sick a few weeks ago when on board a vessel called the *Black Europe*. A healthy boy on a whaleship is a useful institution, but a sick boy is rather in the way, and the mercenary and inhuman captain put the lad ashore, on an almost desolate island belonging to Japan, leaving him on the beach without food or baggage in the expectation that he would probably die there and pass out of memory. Fortunately he was discovered by one of the inhabitants who cared for him for a few days, the best way he could, and on the United States steamer *Tuscarora*,

The thirty-four libraries refitted and re-shipped were :

No. 261, read with interest, on steamer *D. Utley*, for Philadelphia ; No. 595, on schr. *F. R. Williams*, for Charleston ; No. 892, on brig *A. Mitchel*, for Brazil ; No. 1,433, on brig *Cora*, for Guadaloupe ; No. 1,741, on brig *Manson*, for Barbadoes ; No. 1,980, on brig *A. R. Storer*, for Cadiz ; No. 1,998, on schr. *Hero*, for Salem ; No. 2,057, on brig *G. Gilchrist*, for West Indies ; No. 2,379, on bark *L. H. Deveber*, for Europe ; No. 2,452, on schr. *Bonnival*, for St. Johns ; No. 2,571, on brig *Pathfinder*, for Europe ; No. 2,882, read with profit, gone to Kingston, on schr. *J. Oakes* ; No. 3,110, on brig *Martha*, for Mobile ; No. 3,201, on bark *Ophir*, for Rotterdam ; No. 3,436, read and appreciated, gone to St. Domingo, on schr. *J. K. Lawrence* ; No. 3,519, on bark *M. Elliot*, for Europe ; No. 3,599, on schr. *Leona*, for Corpus Christi ; No. 3,781, on brig *Belle of the Bay*, for Georgetown ; No. 3,904, books read with good results, gone to Europe, on bark *Burnbrae* ; No. 4,110, on brig *Peerless*, for Spain ; No. 4,135, read with profit, gone coastwise on schr. *G. Walker* ; No. 4,279, on brig *Dundee*, for Bahia ; No. 4,424, on bark *J. E. Woodworth* for Rosario ; No. 4,495, on bark *Northern Light*, for London ; No. 4,507, books were the means of much good, gone to Palma, on schr. *M. Lord* ; No. 4,522, read with good results, gone to West Indies, on brig *Richmond* ; No. 4,528, read with profit, gone to Europe on bark *J. Goodwin* ; No. 4,599, on schr. *R. Epping*, for Charleston ; No. 4,728, on brig *Sarah B.*, for Leghorn ; No. 4,770, on schr. *G. W. Whitford*, for Teneriffe ; No. 4,779, on bark *J. Young*, for Europe.

No. 1,516, books much used, gone to West Indies, on brig *Vabo* ; No. 3,404, returned, with books much injured by shipping a sea ; No. 3,769, returned in good condition and gone to Cape Breton

on brig *Neptune Cor*, 9 men ; No. 4,064, heard from at sea,—“we all liked our library very much, books read every Sunday at sea.—H. L. ;” No. 4,076, returned, books read with interest, gone to West Indies, on brig *Laura Kimball*.

TO THE AMERICAN SEAMEN'S FRIEND SOCIETY, New York :

CARDIFF, June 19th, 1874.

Gentlemen :—I am sorry that I have not written before. I have been expecting to go that way, but as there is no likelihood of my soon coming to New York, I will forward the Library the next packet from here. I am very thankful to the Society, for many pleasant hours which I and my crew passed in reading the good books. Many things I have learned from them. My prayer is that God will bless your efforts temporally and spiritually. The Society is doing an immense amount of good to the poor sailors. May the Lord bless you.

I am, dear friends, yours truly,

CAPT. JOSEPH JAMES,

Perthleven, Cornwall, England.

Master of schr. *U. S. C.*

Nov. 23rd, 1872, we placed Library 4,404, given by S. S. “Bible Christian” Church, of Yorkville, Wis., at the Marine Barracks, Portsmouth, N. H. U. S. Capt. and Brevet-Major P. R. Fendall, commanding the Post, wrote us, thence, June 5th, 1874 : “The library has been constantly used ever since it arrived here. It continues to be a great source of recreation and instruction to the command. Its effects are beneficial, and upon a large number of men ; as when some of the marines are detached and sent to sea, others join the Post from men-of-war ; and, finally, I desire, through you, to thank the generous donors, assuring them that their kindness is more appreciated by my non-com-

missioned officers, apprentices, and privates, than they probably have any idea of."

We have the following report of Library No. 4,104, contributed by S. S., Cong. church, East Avon, Conn., and placed, August 27th, 1873, on the brig *J. L. Bowman*, of Quincey, Mass., bound for Matanzas: "No. of crew, 11; readers, all hands; seemingly improved by books, all hands; the books were distributed among the crew every Sunday, and read with interest. One Bible in the library was given away to the negroes at Bahama Banks."

How to Do God's Will.

A teacher was explaining to her class the words concerning God's angels, "Ministers of his who do his pleasure." and asked, "How do the angels carry out God's will?"

Many answers followed.

One said, "They do it directly."

Another, "They do it with all their heart."

A third, "They do it well."

And, after a pause, a quiet little girl added, "*They do it without asking any questions.*"

"I Don't Care."

"I am sorry to see my son give way to anger," said a patient mother.

"I don't care," replied the passionate child.

"Those boys are not the right sort of companions for you," said his pastor.

"I don't care," he answered, turning on his heel.

"It is dangerous to taste wine," said his friend, warningly.

"I don't care," was still his obstinate reply.

A few years after, he was a worthless drunkard, plunging into every sort of excess, and finally ending a miserable life of crime without hope.

"I don't care," was his ruin, as it is the ruin of thousands. Look out for it, boys and girls. Keep away from it. Don't let it find a place in your heart, or pass your lips. Always care. Care to do right, and care when you have done wrong.

Pray earnestly that you may never lose your soul from a reckless spirit of "I don't care."

Where God Is Not.

A child, instructed in a Sabbath-school, on being asked by his teacher if he could mention a place where God was not, made the following striking and unexpected reply:—"Not in the thoughts of the wicked."

Now I Lay Me Down To Sleep.

"Now I lay me down to sleep;
I pray the Lord my soul to keep,"
Was my childhood's early prayer,
Taught by my mother's love and care.
Many years since then have fled,
Mother slumbers with the dead,
Yet methinks I see her now,
With love-lit eye and holy brow,
As, kneeling by her side to pray,
She gently taught me how to say:
"Now I lay me down to sleep;
I pray the Lord my soul to keep."
O! could the faith of childhood days,
O! could the little hymns of praise,
O! could its simple, joyous trust
Be re-created from the dust
That lies around a wasted life,
The fruit of many a bitter strife;
O! then at night in prayer I'd bend,
And call my God, my Father, Friend,
And pray with childlike faith once more
The prayer my mother taught of yore:
"Now I lay me down to sleep;
I pray the Lord my soul to keep."

American Seamen's Friend Society.

R. P. BUCK, *President.*

S. H. HALL, D. D., *Cor. Sec. & Treas.*

L. P. HUBBARD, *Financial Agent.*

80 Wall Street, New York.

District Secretaries:

Rev. S. W. HANKS, Cong'l House, Boston.

Rev. H. BEEBE, New Haven, Conn.

LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a life Director.

FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Congregationalist House, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, 99 Purchase Street.....	Boston " " "	Capt. Henry & Robert Smith.
PHILADELPHIA, 422 South Front St..	Penn. " " "	Capt. J. T. Robinson.
WILMINGTON, cor. Front & Dock Sts.	Wilm. Sea. Friend Society.	Capt. W. J. Penton.
CHARLESTON, S. C.....	Charleston Port Society...	Capt. Peter Smith.
MOBILE, Ala.....	Ladies' Sea. Fr'nd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " " "	"
HONOLULU, S. I.....	Honolulu " " "	Mrs. Crabbe.

INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rode.
4 Catharine Lane, (colored).....	do.	G. F. Thompson.
BOSTON, N. Square, Mariners House..	Boston Seamen's Aid Soc'y.	N. Hamilton.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 65 Thames Street.....	Seamen's Union Bethel Soc.	Edward Kirby.

MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS
NEW YORK, Catharine, cor. Madison.	New York Port Society....	Rev. E. D. Murphy.
cor. Water and Dover Streets.....	Mission " " "	" B. F. Millard.
Foot of Pike Street, E. R.....	Episcopal Miss. Society....	" Robt. J. Walker,
Foot of Hubert Street, N. R.....	" " " "	" H. F. Roberts.
Open air Service, Coenties Slip...	" " " "	" Isaac Maguire.
Swedish & English, pier 11, N. R.	Methodist	" O. G. Hedstrom.
Oliver, cor. Henry Street.....	Baptist	" J. L. Hodge, D. D.
Cor. Henry and Market Streets...	Sea & Land, Presbyterian..	" E. Hopper, D. D.
BROOKLYN, 8 President Street.....	Am. Sea. Friend Society... }	" E. O. Bates.
BUFFALO	" " " "	" O. Helland.
ALBANY, Montgomery Street.....	Methodist	" P. G. Cook.
BOSTON, cor. Salem & N. Bennet Sts.	Boston Sea. Friend Society	" John Miles.
North Square.....	Boston Port Society.....	" S. H. Hayes.
Cor. Commercial and Lewis Sts..	Baptist Bethel Society....	" Geo. S. Noyes.
Richmond Street.....	Episcopal	" H. A. Cooke,
PORTLAND, ME., Forest n. Custom H	Portland Sea. Fr'n'd Soc'y..	" J. P. Robinson.
PROVIDENCE, R. I., 52 Wickenden St	Prov. Sea. Friend Society..	" F. Southworth.
NEWPORT, R. I., 51 Long Wharf...	Individual Effort.....	" J. W. Thomas.
NEW BEDFORD.....	New Bedford Port Society.	" C. H. Malcom, D.D.
PHILADELPHIA, c. Front & Union Sts.	Presbyterian.....	" J. D. Butler.
Cor. Shippen and Penn Streets...	Methodist	" Vincent Group.
Catharine Street.....	Episcopal	" William Major.
Front Street, above Navy Yard...	Baptist	" W. B. Erben.
BALTIMORE, cor. Alice & Anna Sts..	Seamen's Un. Bethel Soc..	" Joseph Perry.
Cor. Light and Lee Streets.....	Baltimore, S. B.....	" Francis McCartney
NORFOLK	American & Norfolk Sea. }	" R. R. Murphy.
WILMINGTON, N. C.....	Friend Societies	" E. N. Crane.
CHARLESTON, Church, n. Water St..	Wilmington Port Society...	" Jas. L. Kiene, Jr.
SAVANNAH	Amer. Sea. Friend Soc'y...	" Wm. B. Yates.
MOBILE, Church Street, near Water.	" " " "	" Richard Webb.
NEW ORLEANS.....	" " " "	" " "
		" L. H. Pease.

AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., *President*,
Rev. S. H. HALL, D. D., *Cor. Sec'y & Treas.*

CAPT. NATH'L BRIGGS, *Vice President*,
L. P. HUBBARD, *Financial Agent*.

OBJECTS. 1.—To improve the social, moral and religious condition of seamen ; to protect them from imposition and fraud ; to prevent them from becoming a curse to each other and the world ; to rescue them from sin and its consequences, and to SAVE THEIR SOULS. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILL, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the SAILORS' MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the SEAMEN'S FRIEND, is gratuitously furnished to chaplains and Missionaries for distribution among seamen and others. The Society also publishes the LIFE BOAT for the use of Sabbath-schools.

3.—LOAN LIBRARIES, composed of carefully selected, instructive, and entertaining books, put up in cases containing between forty and fifty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It places the library in the fore-castle—the sailors' own apartment. (3) It contemplates a connection between the missionary and the individual who furnishes the instrument with which he works. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted ; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, is 4,773 containing 208,580 volumes. Calculating frequent re-shipments, they have been accessible to probably 200,000 men. Over eight hundred hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS, the distribution of BIBLES, TRACTS, &c.

The SAILORS' HOME, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 85,422 boarders. This one Institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. The SAILORS' MAGAZINE is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.